SHRI P.UPENDRA: I will reply to whatever is reasonable. But, if you ask me to account for the failure of the previous Government, I cannot do so.

The airfield has been upgraded with the ILS facility and the approach landing system. The runway has been extended to 7,500 feet, and it is being further extended to 9,000 feet. The Airport itself is being upgraded with acost of Rs. 15crorestoRs 16 crores so that the Airbus can land there. By 1991 the Airbus will land there.

SHRI SURESH KALMADI: How can they land? The Airbus is not taking off. When is it taking off?

SHRI P.UPENDRA: In 1991 the Airbus will land there.

SHRI SURESH KALMADI: When will they take off? How can they land without taking off?

Rs. 200 crores have already been wasted on the Airbus. They are near the hangars, in god-forsaken places in the Airport. When they age going to start operation, I want to know. So much of travelling public is being inconvenienced today. Let the Government today stand up. They said that the Airbus would take off. But why has it not taken off? What is the difficulty? Why did you make the announcement ? *(Interruptions)*

SHRI A.G. KULKARNI: I want to add one sentence.

SHRI P. UPENDRA: The Civil Aviation Minister has already made a statement on Airbus 320 and its operation. That is a different question now.

SHRI A. G. KULKARNI: There is a difference of opinion between your Ministry and the PMO. That is why it is not taking off. How is the Government working ? Sir, the PMO is not permitting, while the Minister wants to run them. What is the difference of opinion? *(Interruptions)*

There is a difference of opinion between the PMO and the Ministry. That is why you can not take a decision. That is correct.

SHRI P. UPENDRA: I won't answer that.

SHRI A. G. KULKARNI: 1 have answered it.

SHRI SUKOMAL SEN: The Minister's reply is very pathetic. I feel that the people who are alive to service the Airport and the Government are more responsible for this tragic accident than the people who are dead. It was said that the instrument landing system was not working I would like to know in cases where the instrument landing system is not working or there is no instrument landing system because m many other airports there is no ILS, in case of inclement weather what the procedure is of guiding the pilot. Did the control tower of the Ahmedabad Airport warn the pilot not to land or divert the aircraft to any other airport? Otherwise, only by blaming the dead man the problem is not solved. What was the fault of the control tower? Did they take precaution in the inclement weather? Whether they cautioned the pilot, I would like to know from the Minister.

SHRI P. UPENDRA: Sir, the ILS was functioning with limitation. The procedure in such cases was in vogue. But the pilot descended below 500 feet at that time which he should not have done. That was the main cause. The enquiry report also said the same thing. He should not have come down below 500 feet.

मंत्रालयों को डीजल की खपत को कम करने के बारे में अनुदेश

*144. **श्री अनन्त राम जायसवाल :** क्या पैट्रोलियम और रसायन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उनके मंत्रालय ने रेलवे मंत्रालय को डीजल की खपत को 20

प्रतिशत कम करने का सुझाव दिया है और यदि हां तो रेल मंत्रालय की इस पर क्या प्रतिक्रिया है ;

(ख) ऐसे कौन-कौन से अन्य मंत्रालय हैं जहां डीजल की अनुमानित खपत औसत से अधिक है तथा क्या इन मंत्रालयों को भी डीजल की खपत को कम करने का सुझाव दिया गया है, यदि हां, तो अलग अलग मंत्रालयों की प्रतिक्रिया क्या है ; और

(ग) उनके मंत्रालय के डीजल खपत संबंधी 1 जनवरी, 1990 से 31 जुलाई, 1990 तक के अभियान से प्रत्येक मंत्रालय में कितने-कितने डीजल की बचत हुई तथा चालू वित्तीय वर्ष में कितने डीजल बचत का लक्ष्य रखा गया है ?

पैट्रोलियम और रसायन मंत्री (श्री एम.एस. गुरुपदस्वामी : (क) से (ग) एक विवरण पत्र सभा पटल पर रखा गया है ।

विवरण

पैट्रोलियम उत्पादों की मांग को नियंत्रित करने के लिए सरकार द्वारा घोषित उपायों की श्रृंखला के एक भाग के रूप में, इस मंत्रालय ने रेल मंत्रालय को सलाह दी है कि वह वर्ष 1989–90 की डीजल की खपत की तुलना में वर्ष 1990–91 में रेल परिवहन के लिए डीजल की खपत में कम से कम 10 प्रतिशत की कटौती करे । रेल मंत्रालय सहित सभी मंत्रालयों को यह सलाह भी दी गई है कि वे वर्ष 1989–90 की खपत की तुलना में सरकारी वाहनों में 20 प्रतिशत तक की डीजल की खपत में कटौती करें । ईंधन की सदुपयोगिता में सुधार करने और डीजल की खपत में कमी करने की आवश्यकता से सहमत होते हुए, रेलवे ने कहा है कि रेल परिवहन के लिए डीजल की जरूरत में 10 प्रतिशत की एकदम कटौती से राष्ट्रीय अर्थ-व्यवस्था को नुकसान पहुंचेगा । फिर भी, रेलवे ने यह आश्वासन दिया है कि यातायात के लक्ष्यों से समझौता न करते हुए, वर्ष 1990–91 की अतिरिक्त डीजल की जरूरत को न्यूनतम रखने में गहन कदम उठाए जाएंगे । सरकारी सवारियों और अन्य विविध प्रकार के इस्तेमाल के लिए पैट्रोलियम उत्पाद की खपत के संबंध में खपत में 20 प्रतिशत की कटौती करने के इस मंत्रालय के सुझाव पर रेलवे ने अपनी सहमति व्यक्त की है ।

प्रत्येक मंत्रालय की अलग-अलग डीजल खपत पर सूचना नहीं रखी जाती है । सभी मंत्रालयों को सलाह दी गई है कि वे वर्ष 1989–90 की खपत की तुलना में वर्ष 1990–91 में सरकारी वाहनों में डीजल की खपत में 20 प्रतिशत की कमी करें और इस आशय का उपयुक्त आदेश वित्त मंत्रालय द्वारा जारी कर दिया गया है । इसके अतिरिक्त, रेलवे, जहाजरानी, सड़क परिवहन उपक्रमों और बिजली घरों जैसे डीजल के थोक उपभोक्ताओं को भी यह सलाह दी गई है कि वे वर्ष 1990–91 में डीजल की खपत में 10 प्रतिशत की कटौती करें । संबंधित मुख्य मंत्रालय हैं—ऊर्जा, भूतल परिवहन, रेलवे और रक्षा । खपत में कटौती सुनिश्चित करने के लिए संबंधित मंत्रालयों के साथ बातचीत शुरू कर दी गई है ।

मांग पर नियंत्रण संबंधी उपायों की घोषणा 21 जून, 1990 को की गई थी और इसलिए इन उपायों के परिणामस्वरूप, पहली जनवरी, 1990 और 31 जुलाई, 1990 के बीच डीजल की बचत का प्रश्न नहीं उठता । अनंतिम अनुमानों से यह पता चलता है कि यदि घोषित उपायों को प्रभावकारी ढंग से कार्यान्वित किया जाता है तो जुलाई, 1990 और मार्च, 1991 के बीच लगभग 0.5 मिलियन टन डीजल की बचत की जा सकती है जिसका मूल्य 170 करोड़ रुपए बैठता है ।

श्री अनन्त राम जायसवाल : माननीय मंत्री जी ने विभिन्न मंत्रालयों को तेल की बचत के बारे में सलाह दी है और उसके साथ उन्होंने कुछ उपाय भी सुझाये हैं । दूसरी बात यह है कि जहां

तक रेल मंत्रालय का सवाल है, उसने साफ मना कर दिया है कि वह तेल नहीं बचा सकता है और जो बल्क कंज्युमर्स हैं, जैसे ऊर्जा विभाग है, सडक परिवहन विभाग है, प्रतिरक्षा विभाग है, इनके बारे में जवाब में कोई बात नहीं बताई गई है कि इनका रिएक्शन क्या है । कृपया यह भी बताने का कष्ट करें कि इनका क्या जवाब है ? दूसरी चीज यह है कि आपने अपने जवाब में यह कहा है कि अलग-अलग मंत्रालयों के तेल के खर्च का हिसाब नहीं रखा जाता । अगर यह बात है तो किस आधार पर आपने यह कहा कि वह 20 प्रतिशत या 10 प्रतिशत की कटौती करें और आप को कैसे पता चलेगा कि यह कटौती वाकई हो रही है या नहीं हो रही है? विदेशी मुद्रा का संकट पहले से ही था और खाड़ी के देशों की हालत से वह और गहरा हो गया है दोनों में मिलकर पूरे राष्ट्र के लिये तेल संकट की गंभीर स्थिति पैदा कर दी है । लेकिन इस जवाब से नहीं लगता है कि इस मामले में सरकार सचमुच में इतनी गंभीर है, जितनी बड़ी यह चिंता है, उतनी चिंतित है । मंत्री जी अपने जवाब में यह भी बतायें कि टोटल खर्चा तेल का क्या-क्या है । आपने खाली टोटल खर्चे में एक लाख टन कम करने का हिसाब जुलाई से बताया है, तो मैं चाहूंगा कि मंत्री महोदय इसको स्पष्ट करें ।

SHRI M. S. GURUPADASWAMY: Sir I have very tentative figures to show how much saving is proposed to be effected as a result of the various measures we have taken. It is very tentative but I want to take the House into confidence. We have got figures for various products. The total savings that we anticipate as a result of the measures for the whole year in the case of LPG is 4.2000 tonnes in terms of volume and Rs. 1.5 crores in terms of value. Petrol 3.517 tonnes and Rs. 120.3 crores. Naphtha 333.5 tonnes and value in money Rs. 109.3 crores . ATF 116.4 tonnes and Rs. 43.2 crores. Diesel 1033.7 tonnes and value in money Rs. 351.7 crores. Like that for LDO, LSHS and minor products also.

MR. CHAIRMAN: You are having savings in petroleum

SHRI M. S. GURUPADASWAMY: The total amount expected to be saved for the whole year is Rs. 910 crores in a full year and this year is a part of the year. I think from July to the end of March, 1991 we expect to save Rs. 543.185 crores in terms of rupees and 1800.05 tonnes in terms of volume.

Regarding the other question about what we have done about the bulk consumers, we are taking various measures. Our Department has set up an inter-departmental committee of officials. They have taken up the matter with all the departments and there is a regular meeting going on. Already one meeting has been held and another meeting is going to be held on the 23rd August for the purpose of monitoring various measures that we have taken.

श्री अनन्त राम जायसवाल : माननीय मंत्री जी क्या यह बतायेंगे कि 21 जून से जो आपने कार्यवाही शुरू की है तेल की बचत की, तो जो यह डेढ़ महीने का वक्त बीता है, समझ लीजिये दो महीने का वक्त बीता है, तो इस अवधि में कितनी बचत हुई है क्या इसकी मानेटरिंग की गई है या नहीं ? इस सिलसिले में क्योंकि हमने कहा है कि व्यवस्था परिवर्तन वाले लोग हैं तो क्या कुछ अपना एक्जापंल, अपनी मिसाल लोगों ने सामने रखेंगे । हम भी तकलीफ उठायेंगे ? मेरा सुझाव है कि जितने मंत्रीगण हैं और जो ऐसे अधिकारी हैं जिनको गाड़ियों की सहूलियत मिली हुई है, इन सब लोगों को एक जगह बसा दिया जाय और उन सब के लिये बसों की व्यवस्था कर दी जाय । ये बसों से आया करें और बसों से जाया करें । साथ ही निजी वाहनों पर भी प्रतिबंध लगाया जाय क्योंकि यह एक राष्ट्रीय संकट है । तो क्या इस सुझाव पर मंत्री जी विचार करके अमल करवायेंगे ?

SHRI M. S. GURUPADASWAMY: Sir, for these two months,

I think, I have given the total; for the next few months ending March 1991 and also for the entire period.

MR. CHAIRMAN: He wants to know actual saving in this period.

SHRI M. S. GURUPADASWAMY: Sir, his question mainly refers to diesel.

MR. CHAIRMAN: To petrol also.

SHRI M. S. GURUPADASWAMY: Sir, I have got figures. Tentative estimates in the case show that about 0.5 million tonnes of diesel worth Rs. 70 crores can be saved between July 1990 and March 1991 if the measures announced are implemented.

MR. CHAIRMAN: You are telling about the estimate of savings. He wants to know what is the actual saving.

SHRI M. S. GURUPADASWAMY: That is an exercise that is being done.

MR. CHAIRMAN: And what about his other suggestion that all the Ministers should be located at one place and they should be provided with bus?

SHRI M. S. GURUPADASWAMY :This is a suggestion for action. Sir.

SHRI A. G. KULKARNI: Sir, the Railways are advised to cut diesel consumption by 20 per cent. Some days back, I made a suggestion here to the Railway Minister whether a review will be conducted to find out whether coal can be used because you went to diesel from coal. I want to know whether there is any possibility of using coal on some lines where it is a slow moving traffic.

Secondly, I would like to know whether the total import bill, as has been brought out by various estimates from research organisations, is about Rs. 10,000 crores which means about Rs. 4,000 crores more than what you had estimated.

Thirdly, I want to know from the Minister whether he will share the difficult situation and ask the industry to whom you have given refinery status for supplying naphtha, as before, Naphtha will be taxed on its side so that money will be available to the Government and naphtha status is given to the industrial sector and not to the refineries. I do not say that because the industrial sector is on synthetic like DMT etc. that should be withdrawn.

SHRI M. S. GURUPADASWAMY: Sir it is true that the situation is really difficult. Regarding the Railways, the hon. Member, Shri Kulkarni Ji has made a very constructive suggestion and I hope, my colleague, the Minister for Railways, will take his suggestion seriously and use coal instead of diesel. *(Interruptions).*

MR. CHAIRMAN: Are you willing to go back from diesel to coal? Either you try to go to the electric traction rather than.. .*(Interruption)*

SHRI M. S. GURUPADASWAMY: In addition, may I say that I would like the electric traction should be fully utilised. *(Interruption)*

SHRI PRAMOD MAHAJAN: Thank God, nobody is asking for bullock-carts to pull these trains.

MR. CHAIRMAN: What about other suggestions-about the Naphtha status ?

SHRI M. S. GURUPADA^ WAMY: Sir, naphtha is the feed stock for fertilizer and we are subsidising naphtha because fertilizer goes to farming community and therefore.. . *(Interruptions)*

SHRI A. G. KULKARNI: Particularly synthetic DMT.

SHRI M. S. GURUPADASWAMY: I have taken note of all the suggestions. I will bear them in mind.

श्री आनन्द प्रकाश गौतम : सभापति महोदय, अभी माननीय मंत्री जी ने सुझाव दिया है कि 10 प्रतिशत और 20 प्रतिशत तक डीजल में कटौती कर के 0.5 मिलियन टन डीजल की बचत वर्ष में की जा सकती है। बहुत से विभागों ने अपनी असमर्थता व्यक्त की है कि वह कटौती करने की स्थिति में नहीं है । मैं माननीय मंत्री जी से एक तो यह जानना चाहता हूं कि क्या उन विभागों और मंत्रालयों की आपूर्ति का जो कोटा है उस कोटे में कोई कटौती करने का प्रावधान है ?

दूसरा, हमारे देश में डीजल की कितनी खपत औद्योगिक क्षेत्र और कृषि क्षेत्र में होती है । क्या इसका भी कोई सर्वे किया गया है । साथ ही साथ अभी माननीय मंत्री जी ने बताया कि डीजल के मूल्यों में कमी करने के लिये सब्सिडी दी जाती है । मैं कहना चाहता हूं कि यह शायद इसलिये है कि यह किसानों के उपयोग में अधिक आता है और कृषि क्षेत्र में इसका उपयोग अधिक होता है । तो माननीय मंत्री जी से यह भी जानना चाहता हूं कि क्या डीजल के मूल्यों में भी आगे कोई बढ़ोत्तरी न करने का आश्वासन देने की स्थिति में हैं ?

SHRI M. S. GURUPADASWAMY: Sir, I have got figures here indicating our diesel scenario, the demand and supply. The demand for diesel has been rising every year. The import percentage of diesel compared to the total availability of diesel was 7.5 per cent in 1987-88. It went up to 13.8 per cent in 1989-90 and it is projected to be 27 per cent in 1990-91 unless the demand is restrained. The percentage of diesel consumption in this country accounts for 39 per cent of the total consumption. It is a very large figure. So, that has got to be restrained. It is growing and I have also got the figures in rupees. It is a very long list and I do not want to go into that question. So, our effort is to see that we restrain the consumption of diesel. The consumption should be confined only to essential areas.

MR. CHAIRMAN: He wants to know whether you will assure that there will be no increase in the price of diesel for the coming one year because it is used for agricultural purposes.

SHRI M. S. GURUPADASWAMY: Sir, I think I have already answered that.

MR. CHAIRMAN: That is the sum and substance of what he was asking.

SHRI M. S. GURUPADASWAMY: He is raising this issue in a circuitous manner. I think I have already answered this question.

SHRI A. G. KULKARNI : It is not known whether he will be there for a year.

SHRI M. S. GURUPADASWAMY: Even if you are here, the policy may not change.

SHRI S. B. CHAVAN: I would like to ask one or two questions. Will the hon. Minister be in a position to say as to what is the total quantum of crude and petroleum which he expects to save during the course of 1990-91 and what is the percentage of the saving that he has indicated? I think he has indicated 0.5 million tonnes of crude and a saving of Rs. 170 crores. I think I will be right to say that 2.75 or 2.85 million tonnes is the total saving for the entire country that he is expecting. The total consumption of the Governmental sector happens to be more than 50 per cent. And in this 2.85 million tonnes, the share of Government saving is going to be just five per cent. And that also depends upon all kinds of conditionalities which have been now laid down that if everybody were to follow the discipline, then only he will be able to save 0.5 million tonnes and Rs. 170 crores. It is a. travesty of fact that the hon. Minister says that he does not know what the total consumption of each Ministry is and there is no mechanism by which he can monitor as to whea-

ther they are following the instructions given by the Petroleum Ministry as well as the Finance Ministry. How is he going to monitor as to what the consumption is and how is he going to ascertain whether actually those instructions are being followed.

SHRI M. S. GURUPADAS WAMY: I have already told the hon. Member that this exercise is going on and I can't just at the moment give him the figure, but let me assure the Member that it will be our endeavour and effort to see that maximum econo my is carried out and implemented in each Ministry including mine. I have already given him the figures of estima ted savings

MR. CHAIRMAN: Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

Dulhasti Hydel Power Project

*142. SHRI ASHWANI KUMAR :
SHRI ATAL BIHARI VAJ-PAYEE :

Will the Minister of ENERGY be pleased to state :

(a) When was the project reports for the Dulhasti Hydel Power Project first prepared and what was its estimated cost then ;

(b) what is the present estimated cost of the project ;

(c) when was the project report approved and how the project would now be financed ;

(d) which were the firms in the run and to which firm the work of the project has finally been awarded and on what considerations ;

(e) when was the project ex pected to be completed as per terms of the present contract, and by when it is now expected to be completed ; and

(f) what is the overall total cost escalation of the project and also the time overrun ?

THE MINISTER OF INFOR-MATION AND BROADCASTING AND PARLIAMENTARY AFFAIRS (SHRI P. UPENDRA) : (a) The project report for the Dulhasti Hydel Power Project (3x130 MW) was first prepared by the Central Water Commission in October, 1977 and was techno-economically cleared by the Central Electricity Authority in May, 1979 for an amount of Rs. 138.22 crores. The investment approval for the project was given in November, 1982 at an estimated cost of Rs. 183.45 crores at March, 1980 price level.

(b) The present estimated cost of the project till its completion is Rs. 1262.97 crores, including interest during construction of Rs. 96.20 crores, and taking into ac count all escalations and contingen cies.

(c) The project was approved by the Government of India on 12-7-1989 for execution in the Central Sector on turn-key basis with foreign bilateral assistance. The off-shore component of the project cost, amounting to Rs. 747.54 crores, would be financed out of the Grant/ Credit Agreement signed between the Government of India/National Hydro-electric Power Corporation and the Government of France/ the French Consortium of Banks. The on-shore component of the project cost would be financed out of internal resources.

(d) A French Consortium, led by M/s. CGEE Alsthom, and an Into Austro German Consortium, initially led by M/s. Universale Bau and later on by M/s. BILFINGER-i-BURGER, had offered to execute the project. The contract was finally